

## Phase II: Implementation Plan

Phase II represents projects that could be built over the next 10 years if major transportation funding decisions occur.

This phase may be partially funded through the Regional Transportation Investment District (RTID). In addition to RTID funding, the second phase may seek funding from state and federal resources, and a future phase of Sound Transit.

- Provides continuous multi-modal corridor improvement from I-5 in Tukwila to SR 522 in Bothell
- Adds one lane each direction from I-5 to SR 181 in Tukwila
- Adds two lanes each direction from SR 181 in Tukwila to I-90
- Adds one lane each direction from I-90 in Bellevue to SR 522 in Bothell
- On SR 167, adds one lane each direction between I-405 and S. 180th Street
- Constructs Bus Rapid Transit line with stations, HOV direct access ramps, park-and-ride lots, and bus service
- Expands the vanpool program

### Legend

#### Roadway Improvements:

- Freeway: +2 lanes
- Freeway: +1 lanes
- Arterial Connection

#### Transit-HOV Improvements:

- HOV Lane Access Point
- ST Funded HOV Lane Access Point
- Transit
- Park & Ride Lots
- Freeway to Freeway HOV Connection



### WSDOT 2003 Cost Estimate Validation Process (CEVP™)

Each phase of I-405 construction is reviewed by CEVP™, a comprehensive risk analysis. A CEVP™ update has recently been performed to assure WSDOT projects can be accomplished within the Legislature's 2003 Transportation Funding Plan (the "nickel package"), and the current financial plans being considered by the Regional Transportation Investment District (RTID). WSDOT has focused its 2003 CEVP™ review efforts on the major projects in King County, where the biggest challenges are expected to be encountered in matching the state's transportation needs to available funding.

- SR 99 Alaskan Way Viaduct and Seawall Project, Seattle
- SR 520 Bridge Replacement and HOV Project
- I-405 Congestion Relief and Bus Rapid Transit Projects, King County
- SR 509/I-5 Freight and Congestion Relief Project, South King County
- I-90 Two-Way Transit and HOV (first-time CEVP™ review)
- SR 167 Valley Freeway Corridor

The CEVP on I-405's Phase I (nickel projects) shows that costs are likely to be on target or below the \$485 million budgeted. An additional CEVP™ on the I-405 corridor's 10 Year Implementation Plan (phase II) indicates a project cost in the range of \$4.2-\$5.1 billion.

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